

U.S. House of Representatives

Committee on Transportation and Infrastructure

Don Young Chairman Washington, DC 20515

James L. Oberstar Ranking Democratic Member

December 9, 2004

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Mr. Roland Watkins Director of Arbitration Services National Mediation Board 1301 K Street, NW Suite 250 East Washington, DC 20005

Attention: NMB Docket No. 2003-01N

Dear Mr. Watkins:

We are writing in opposition to the proposed regulation published in the Federal Register on August 9, 2004, in which the National Mediation Board (NMB) establishes procedural rules for the National Railroad Adjustment Board (NRAB), and conditions payment of referees' compensation on compliance with those new rules. In addition, the proposed regulation provides for the institution of user fees for the arbitration services of the NMB, the NRAB, and other arbitration boards. We believe that the NMB lacks authority to issue these regulations.

As part of its amendments to the Railway Labor Act (RLA) in 1934, Congress specifically provided for the autonomy of the NRAB as an agency separate and apart from the NMB with its own authority to "adopt such rules as it deems necessary to control proceedings before its respective divisions." See 45 United States Code section 153. Pursuant to this explicit authority, the NRAB adopted procedural rules, which were published on October 10, 1934, as Circular No. 1 and revised as recently as June 23, 2003. The 1934 amendments made clear that the NMB's responsibility was carefully limited to the appointment of referees, in those cases where partisan members are unable to select a referee, and the payment of referees' compensation and other authorized expenses. During the 70 years since the NRAB was established, the NMB has never claimed authority to establish procedural rules for the NRAB or the other arbitration boards.

Under the proposed regulation, the NMB intends to enforce the new procedures by only paying referees for arbitration of cases at the NRAB that have progressed according to a certain time schedule. Congress never authorized the NMB to refuse to make such payments in the event that any party or referee is unable to meet certain time limits. Furthermore, the proposed regulation states that "the NMB will only pay for the arbitration of cases on Public Law Boards and Special Boards of Adjustment (SBAs) heard and decided within one year of the addition of the case to the Board." Again, there is no authority for this under current law.

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In 1966, Congress passed an amendment to the RLA to create Public Law Boards and SBAs as an option to the NRAB. Again, the NMB was provided no authority over the Public Law Boards. Public Law Board Procedures were modeled after the NRAB in that the partisan board members have the authority to resolve claims, or, should they fail to do so, they may appoint a referee. Only in the event the partisan members of the Public Law Board are unable to agree upon a referee can they request the NMB to appoint a neutral arbitrator. The 1966 amendments stated: "The Neutral person as selected or appointed *shall* be compensated and reimbursed for expenses by the Mediation Board." The NMB cannot now condition such compensation on compliance with the proposed NMB procedures, without a Congressional authorization.

The proposed regulation would also establish new user fees for the arbitration of services of the NMB, the NRAB, and other arbitration boards. This proposal is in direct conflict with the 1934 and 1966 amendments to the RLA, in which Congress required the Federal Government to pay for arbitration services that were final and binding, in return for rail labor agreeing to forgo strikes on minor disputes. Such strikes had occurred frequently prior to these amendments. The proposed regulation would therefore undermine the RLA, its legislative history, and the concessions that rail labor made.

Further, the NMB cites 45 United States Code section 154 as the general underlying agency authority to establish and collect a user fee for the purpose of making the process of arbitration more efficient. However, that statute does not contain any authority for the NMB to establish and collect a user fee. The user fee that is cited in the proposed regulation also does not meet the criteria for the establishment of a user fee under the general government authority found in 31 United States Code section 9701. Under that authority, user fees are allowed to be collected only for the purpose of offsetting the cost of services to the public. The government has no existing authority to institute a user fee for the purpose of controlling the flow or administration of government services and discouraging the American public from utilizing those services. Moreover, it is the NMB, not the disputing parties, that is required, under current law, to pay for arbitration services, and the NMB receives appropriated dollars annually to fulfill this statutory authority. Therefore, any collection of fees by the NMB would require new statutory authority from the Congress.

Finally, the NMB states that the purpose of the proposed regulation is to "facilitate the timely resolution of disputes in the rail industry" and eliminate the backlog of pending cases at the NRAB and the other arbitration boards. However, the backlog of pending cases has already been significantly reduced and continues to decline. In 1985, a committee of carrier and union representatives was formed to make recommendations for a more efficient arbitration system. A number of beneficial changes were made as a result of the committee's recommendations. The backlog of pending cases has now been significantly reduced from a total of 22,173 pending cases in 1985 to 5,136 pending cases in 2004.

We believe the proposed regulation will result in unions and individuals being discouraged from pursuing grievances. Under the NMB's proposal, the fees for a claim, from initial docketing through arbitration, would be a minimum of \$75 and as high as \$350. Many claims are for contract

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violations where the employee involved suffers a financial loss that is less than the proposed filing fees; examples include loss of a day's pay, loss of overtime, or denial of skill differential or other special pay, travel pay, or travel expenses. The proposed fees would discourage the filing for arbitration over such claims.

We, therefore, urge the NMB to withdraw this proposal.

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